

THE NEW YORK HERALD.

WHOLE NO. 9639.

NEW YORK, WEDNESDAY, FEBRUARY 4, 1863.

PRICE THREE CENTS.

EXCITING NEWS.

IMPORTANT FROM CHARLESTON.

Bold and Dashing Raid of the Rebel Gunboats.

The Mercedita and Another Union Gunboat Sunk Off Charleston.

Four Union Gunboats Set on Fire by the Rebel Rams.

THE QUAKER CITY DISABLED

Her Surrender, but Final Escape with One Wheel.

SCATTERING OF THE UNION FLEET.

The Blockade of Charleston Formally Declared Raised by Gen. Beauregard and Com. Ingraham.

Important Meeting of the Foreign Consuls.

They Declare the Blockade Legally Abolished.

Reappearance of the Blockading Fleet.

&c., &c., &c.

WASHINGTON, Feb. 3, 1863.
The Richmond Dispatch of Monday, the 2d instant, just received here, has telegraphic despatches.

From Charleston, S. C., to...
From Mobile to...
From Vicksburg to...
From Petersburg to...
From Chattanooga to...
From Savannah to...
All of these telegrams are of the highest importance. Those from Charleston, S. C., are of a very exciting character. We give them—

The Operations at Charleston.

(Telegrams to the Richmond Dispatch.)

CHARLESTON, S. C., Jan. 31, 1863.

The two iron-clad gunboats Chicora and Palmetto State, with three steamers as tenders, went out beyond the bar at one o'clock this morning to attack the blockading fleet. Firing began soon after one, and for a time was very rapid and continuous. Afterwards it slackened, but continued at intervals until nine o'clock this morning. Owing to the fog the result has not yet been ascertained.

Commander Ingraham is aboard the Palmetto State as commander of the expedition.

SECOND DISPATCH.

CHARLESTON, Jan. 31, 1863.

This morning the gunboats Palmetto State, Captain Bellinger, and Chicora, Captain Tucker, accompanied by three small steamers—the General Clinch, Edwin and Chesterfield—all under the command of Commodore Ingraham, made an attack on the blockaders, and succeeded in sinking two and crippling a third.

The engagement commenced at four o'clock.

The Palmetto State, with Commodore Ingraham on board, opened fire upon the Federal gunboat Mercedita, carrying eleven guns and one hundred and fifty-eight men, which was soon sunk in five fathoms of water. Her commander, Captain Stillwagon, with a boat's crew, came on board and surrendered. One shot pierced her boiler, going clear through. Captain Stillwagon and crew were rescued by Commodore Ingraham.

Captain Tucker, of the Chicora, reports sinking another Federal gunboat and the disabling of the steamship Quaker City. The latter was set on fire by the Chicora, and hauled down her flag to surrender, but afterwards managed to escape, using only one wheel. She was very seriously damaged.

The number of the blockading fleet outside at the time of the attack was thirteen, with two first-class frigates, the Sumner and Canandaigua.

The Federal loss was very severe. It was a complete success on our part, with not a man hurt.

Our gunboats had not even struck.

All the blockaders have disappeared. There is not one to be seen within five miles with the strongest kind of glasses. Our boats are now returning to Charleston.

The following is the official despatch—

THE REBEL OFFICIAL REPORT.

ON BOARD GENERAL PALMETTO STATE.

I went out last night. This vessel struck the Mercedita, when she sent a boat on board and surrendered. The officers and crew were paroled. Captain Tucker thinks he sunk one vessel and set another on fire, when she struck her flag. The blockading fleet had gone to southward and outward out of sight.

D. N. INGRAHAM,

Flag Officer Commanding.

THIRD DISPATCH.

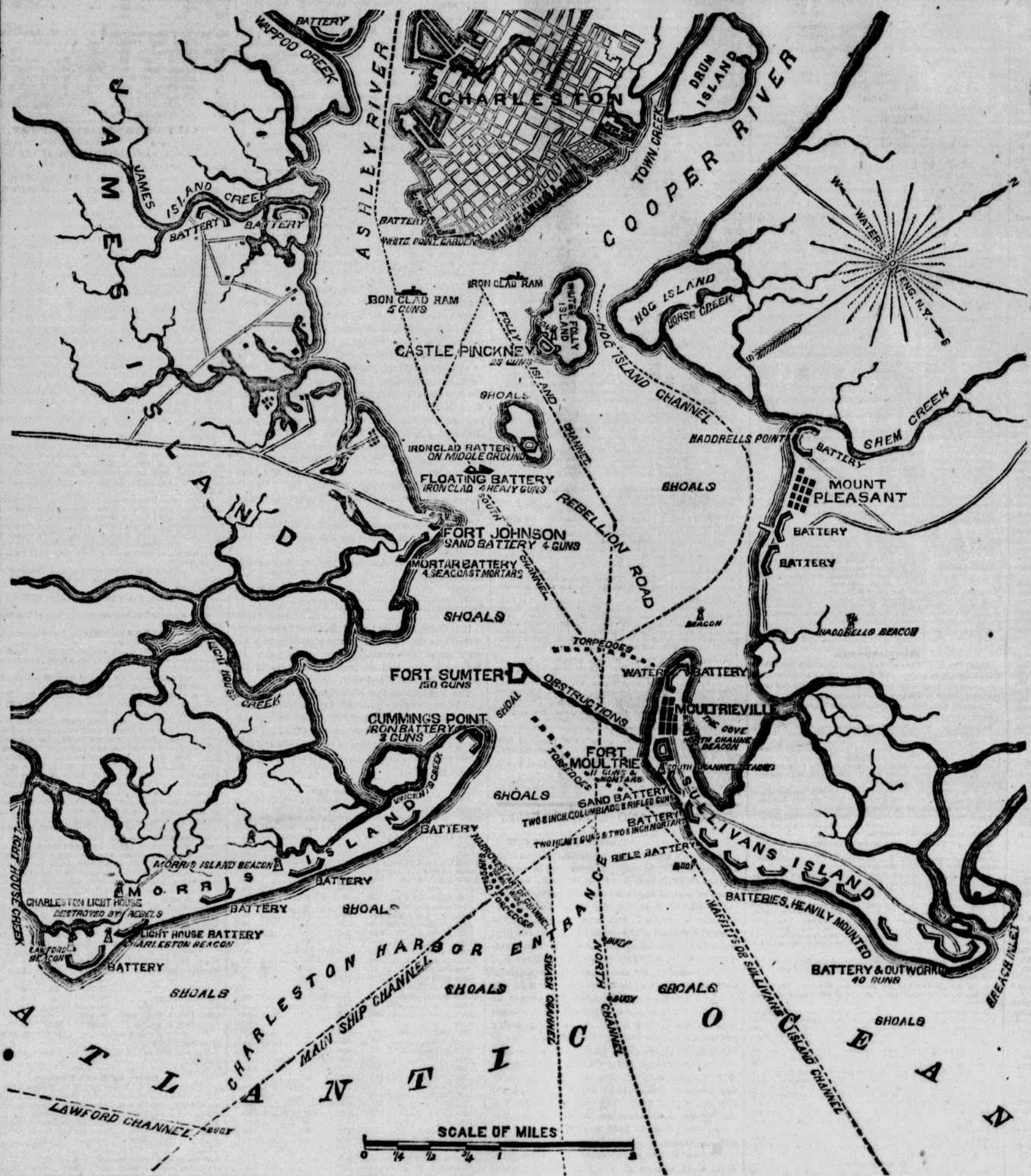
CHARLESTON, Jan. 31, 1863.

Our gunboats Palmetto State and Chicora have reached the wharves. They were patriotically cheered by an immense concourse of citizens who had assembled to greet them. Salutes were fired from the forts and batteries.

Not a man was hurt on our side, and our gunboats were not struck by the enemy. Our attack on the fleet was a

THE EXCITING NEWS FROM CHARLESTON.

Scene of the Dash of the Rebel Rams—The Rebel Preparations for the Defence of Charleston.



complete surprise to the blockaders, each one running away without firing for the others.

It is supposed that nearly all of the arm of the Mercedita perished.

The Palmetto State, which engaged the Mercedita, having no boats and fighting at the time, could render her no assistance.

The Quaker City was struck twice, and one of her side wheels almost torn off.

FOURTH DISPATCH.

CHARLESTON, Feb. 4, 1863.

General Beauregard and Commodore Ingraham, as commanders of the land and naval forces, have issued a joint proclamation, dated January 31, declaring the blockade of Charleston raised, the entire hostile squadrons having been sunk, burned or disabled by the superior naval forces of the Confederacy.

Yesterday afternoon General Beauregard placed a steamer at the disposal of the foreign consuls to see for themselves that no blockade existed.

The French and Spanish Consuls, accompanied by General Ripley, accepted the invitation. The British Consul, with the Commander of the British war steamer Porpoise, had previously gone five miles beyond the usual anchorage of the blockaders and could see nothing of them with glasses.

Late in the evening four blockaders reappeared, reaping for out. This evening a large number of blockaders are in sight, but keep some up, evidently ready to run.

THE LATEST DISPATCH.

CHARLESTON, Feb. 1, 1863.

OFFICIAL PROCLAMATION.

HEADQUARTERS, LAND AND NAVAL FORCES,

CHARLESTON, S. C., Jan. 31, 1863.

At about five o'clock this morning the Confederate States navy fired on this station attacked the United States blockading fleet off the harbor of the city of Charleston, and sunk, dispersed or drove off and out of sight for the time the entire hostile fleet.

Therefore we, the undersigned, commanders respectively of the Confederate States naval and land forces in this quarter, do hereby formally declare the blockade of the United States of the said city of Charleston, S. C., to be raised by a superior force of the Confederate States from and after this 31st day of January, A. D. 1863.

G. T. BEAUREGARD,

General Commanding.

D. N. INGRAHAM,

Flag Officer Commanding Naval Forces in South Carolina.

Official—THOMAS JOHNSON, Chief of Staff.

The results of the naval engagements yesterday are

two vessels sunk, four set on fire and the remainder driven away.

The foreign Consuls here held a meeting last night, and were unanimously of the opinion that the blockade had been legally raised.

Twenty blockaders are off the bar to-day.

Other very important movements are in progress here.

The News in Petersburg.

PETERSBURG, Va., Feb. 1, 1863.

The news from Charleston created great joy here.

The News in Fredericksburg.

HEADQUARTERS, ARMY OF THE POTOMAC, Feb. 3, 1863.

Parties who crossed the river yesterday, under flag of truce, state that the rebels in Fredericksburg were very jubilant over the news from Charleston, among which was the official proclamation of General Beauregard and Commodore Ingraham declaring the blockade at Charleston raised.

Great cheering was heard among the rebel soldiers in town, and a brass band was playing in the court house. Our pickets on this side of the river were hailed by those on the opposite bank and assured that the war would be closed within a month. "The game is up with you now," said they.

THE UNION COMMANDERS AND VESSELS.

Our readers, with the above telegrams before them, will desire to know something of the Union vessels destroyed or disabled and of their commanders. They will also be curious to know something of the rebel commander of this bold and dashing expedition.

The United States Gunboat Mercedita.

The propeller gunboat Mercedita was designed and built in 1861 by Mr. Edward Lupton, at Williamsburg, Long Island, and was intended for the New York and Havana Steam Navigation Company, to run between New York, Havana and Texas. The hull was put together in the strongest manner, having diagonal oak braces nine by two and a half inches every four feet over her ceiling, running from upper deck clump to fifteen inches below floor beams, bolted with iron at each intersection, and all the timbers passing through the ship and wedging in the braces. She had water-tight compartments, independent fire pumps, &c. The engines, of which there are two inverted, direct acting, were built by Messrs. Murphy, McCurdy & Warder, and were designed by Mr. J. S. Warden, of that firm.

The first advent at sea of the Mercedita was made on the 11th of June, 1861, when she went on a trial trip for the purpose of testing her engines, and made upwards of ten knots per hour, with from sixty to sixty-five revolutions per minute, and consuming at the rate of only eight to nine tons of coal per day. She was 1,070 tons register, and was rated A1 in the American Lloyd's.

When the Mercedita was finished and ready for sea the

government bought her and made extensive alterations, so as to fit her for a first class gunboat. On the 6th of December, 1861, she was put in commission at the Brooklyn Navy Yard, and soon after sailed on a cruise to the Gulf, from which she returned to this city on the 26th of August, 1862, for some slight repairs, after having been in service for about eight months. During her absence she was three months on blockading duty and four months in active cruising, and it was said her crew attained a very high proficiency of drill with small arms, battery and other exercises while on her cruise.

For some time she was stationed off Pass-a-loutre, in company with the gunboat Winona, where, by their unceasing activity, they prevented any of the numerous fleet of steamers at New Orleans from leaving, with their valuable cargoes, by that port. Observations were made almost daily, in tugboats from New Orleans, of the chance of escape through this pass. One attempt was made to run three vessels out, but they were forced to be run ashore and destroyed by burning. At this place she was joined by the steamer Brooklyn, and they succeeded in capturing the valuable steamer Magnolia.

At the time of the formation of the two Gulf squadrons the Mercedita was attached to the Eastern division and ordered to Apalachicola. The particulars of the capture of that place, together with seven vessels (three of which were burned) by this vessel and the gunboat Sagamore, have been made public. This event placed in her possession one of the most important points in Florida. Proceeding to Key West, she was engaged a crossing ground off Abaco, where in four months she captured three vessels of an aggregate value of \$1,500,000, among them the notorious Bermuda, and earned for herself the title of "The Terror of the Gulf."

She mounted nine guns, and had about two hundred men.

On the return of the Mercedita in August last to this city the following was a list of her officers; but whether any changes have been made since we know not—
Commander—Henry S. Stillwagon.
Lieutenant and Executive Officer—Trevett Abbott.
Acting Master—Chas. B. Wilder, Chas. H. Holden, F. J. Gower, John Dwyer.
Acting Assistant Surgeon—C. H. Mason.
Acting Assistant Engineer—J. C. Stillwagon.
Acting Engineer—A. J. Dale.
Acting Third Assistant Engineer—S. Rochester, J. A. Meyer, E. Martin.
Acting Master's Mate—G. F. Randall.
Acting Master's Mate—A. A. Storer, E. Rogers.
Paymaster's Clerk—Augustus Perrot.
Hospital Steward—G. Bourne.

SKETCH OF CAPTAIN STILLWAGON.

Captain Henry Stillwagon is a native and citizen of Pennsylvania, from which State he was appointed to the navy in 1828. On the 1st of April in that year he received his warrant as a midshipman, and was attached to the ship of war Vandall, eighteen guns, engaged on the Brazilian coast. The vessel remained on the station for several years, and in 1831 returned home and was laid up in ordinary at Norfolk. He was next attached to the receiving ship at Philadelphia, the Sea Gull, a galley. He was afterwards appointed to the schooner Grampus, twelve guns, which was, at the end of 1832, at the West India station. This vessel remained on that station until 1835, when she

was ordered home for repairs. During the interval between her being detailed on the service and her return, the subject of our sketch passed his examination and was warranted as a passed midshipman, with rank dating from June 14, 1834. At the commencement of 1836 we find him standing orders. He was next attached to the frigate United States, forty-four guns, Captain Jesse W. Kimball, stationed in the Mediterranean, under Commodore J. D. Elliot, at the end of 1836. He returned in 1838, at the end of which year he was absent on leave—the United States having been laid up in ordinary at Boston. He was again ordered to Philadelphia, to assist at the Rendezvous in that city, where we find him at the beginning of 1840. On the 24th of July in that year he was promoted to a Lieutenant and attached to the Coast Surveying Department. He left this in 1842, and was next attached to the brig Porpoise, ten guns, stationed on the Coast of Africa. He held the command of the Porpoise in the squadron of Commodore Perry during the year 1843 and part of 1844. In November of the latter year the Porpoise returned to New York for repairs, and Lieutenant Stillwagon was allowed absence on leave. He was next attached to the Naval Asylum at Philadelphia, as an Assistant Governor, in which position we find him at the beginning of 1846. He was afterwards attached to the home squadron, but at the beginning of 1847 was assigned to a vessel, from which he was detached in August, 1847, and ordered to the Rendezvous at Philadelphia, under Commodore McKean. He was next attached to the frigate Savannah, forty-four guns, ordered at the earlier part of 1849 for the Pacific. At the beginning of 1850 we find this vessel being the flag of Commodore Thomas A. Cochrane Jones, with Z. F. Johnson as commander of the frigate, and our hero as executive officer. In 1851 the Savannah was on the same station, under Captain Page, and bore the flag of Commodore C. F. McCallister. The vessel returned home in October, 1851, and Lieutenant Stillwagon was granted leave of absence. In 1852 he was again attached to the Coast Survey, after which he was sent on a short cruise, from which he returned in October, 1852. He was again attached to the Coast Survey, and on the 12th of January, 1854, was placed in command of the office in Philadelphia. He again went on a short cruise, from which he returned in December, 1854. He was, on the 17th of January, 1855, again placed in charge of the office in Philadelphia. On the 14th of September, 1855, he was promoted to the rank of commander, and still attached to the chief command of the Coast Survey office in Philadelphia. During 1855 he took a short cruise, from which he returned in November. On January 29, 1856, we find him again commanding at the United States Coast Survey's chief office in Philadelphia. Strange to say that at this time J. N. Maffit, the rebel captain of the Greto or Florida, was a lieutenant of one of the coast survey vessels under command of the subject of our sketch, who was chief commander of the sub-department. In 1856 Commander Stillwagon made a five months' cruise around the coast, returning in August, 1856. On the 25th of January, 1857, we find him at his old post in Philadelphia. He was afterwards detached, for at the beginning of 1858 we find him awaiting

orders in this city. About this time a great change had been made in the Coast Survey Department, and the head officers were removed to Washington, D. C. He was next appointed light house inspector of the Fourth district, headquarters at Philadelphia. This office he held from 1858 to the breaking out of the rebellion. In 1861 he formed one of the members of the court martial assembled to try Commander Walker for bringing away the sufferers from Pennsylvania without orders. In 1862 he was placed in command of the Mercedita, and has since been creditably employed on blockading service in the Gulf, &c. On the 19th of November, 1862, he was promoted to a captaincy. The capture of contraband vessels made a considerable list; and but for this rashness he doubtless would have added many more to the number. For the present his career of glory is at an end.

The United States Gunboat Quaker City.

The sidewheel gunboat Quaker City was built at Philadelphia by Messrs. Vane & Lyne in 1854, and is 1,428 tons register. She has a side lever engine, with a cylinder of eighty-eight inches in diameter and six feet stroke of piston. She ran between Philadelphia and Havana for some time, and was then purchased by parties in New York, and kept on the route between this city and Havana until she was bought by the United States government, since which time she has been in active service, and owing to her great speed has been of great service to the country. She was one of the first vessels bought by the government on the breaking out of the war, owing to her reputation as a fast vessel.

The Quaker City was employed during the greater part of the year 1861 in blockading service on the Chesapeake. In the summer of 1862 she was engaged in blockading and cruising in the Gulf, and made some valuable captures, one of which was the rebel steamer Adela, which she captured off Abaco. She arrived at Key West on the 26th of July last, having in tow the British schooner Orion, which she took while cruising on the Campachy Bank.

From the Gulf the Quaker City repaired to Philadelphia, where she was overhauled. On the 4th of October she sailed from that port for the Gulf, and on or about the 10th or 11th of the same month she got ashore off North Edisto; but was extricated from her perilous position without receiving much damage.

The Quaker City has a crew of about two hundred men, and mounts nine guns.

The following list of officers were attached to her in October last—

Commander—James Madison Frailey.

Lieutenant and Executive Officer—Samuel L. Brown.

Acting Master—Barrett J. Cronville, U. S. N.; Horatio Blanchard, T. Barham.

Acting Paymaster—Henry J. Dillay.

Acting Assistant Engineer—Geo. W. Farrer, John L. Tooke, Peter Robinson, J. Tennant, Thos. Slater.

Acting Master's Mate—Chas. A. Crawford, Ludley H. Livingston, D. H. Danville.

Commander's Clerk—Curtis F. Smith.

Gunner—Wm. H. Hamilton.

Paymaster's Clerk—Alfred Nodine.

Hospital Steward—Wm. McCumb.

SKETCH OF COMMANDER FRAILEY.

Commander James Madison Frailey is a native and citizen of Maryland, from which State he was appointed to the United States Navy in 1828. He was first ordered to the ship St. Louis, eighteen guns, engaged on the Pacific station. This was the same vessel that the rebel Commodore Ingraham commanded in the harbor of Smyrna in 1855. He remained in her until 1851, when she returned home for repairs, and he was ordered to report on the schooner Dolphin, twelve guns, also belonging to the Pacific squadron. He was in 1853 attached to the line-of-battle ship Delaware, seventy-four guns, flagship of the Mediterranean squadron. From the he was detached in 1855, and ordered to the frigate Constellation, thirty-six guns, flagship of the West India squadron, under Commodore A. J. Dallas. On the 4th of June, 1856, he passed his examination, and received his warrant as passed midshipman. In 1857 he was attached to the ship Lexington, twenty guns, on the Pacific squadron. In 1859 he returned and was attached to the rendezvous at Philadelphia. At the beginning of 1861 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1861, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1862, and at the latter end of 1862 was at home at Philadelphia, on leave. At the end of 1864 he was attached to the Naval Asylum at that city, and at the end of 1865 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1867, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1868 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1868, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1869, and at the latter end of 1869 was at home at Philadelphia, on leave. At the end of 1870 he was attached to the Naval Asylum at that city, and at the end of 1871 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1871, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1872 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1872, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1873, and at the latter end of 1873 was at home at Philadelphia, on leave. At the end of 1874 he was attached to the Naval Asylum at that city, and at the end of 1875 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1875, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1876 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1876, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1877, and at the latter end of 1877 was at home at Philadelphia, on leave. At the end of 1878 he was attached to the Naval Asylum at that city, and at the end of 1879 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1879, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1880 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1880, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1881, and at the latter end of 1881 was at home at Philadelphia, on leave. At the end of 1882 he was attached to the Naval Asylum at that city, and at the end of 1883 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1883, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1884 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1884, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1885, and at the latter end of 1885 was at home at Philadelphia, on leave. At the end of 1886 he was attached to the Naval Asylum at that city, and at the end of 1887 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1887, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1888 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1888, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1889, and at the latter end of 1889 was at home at Philadelphia, on leave. At the end of 1890 he was attached to the Naval Asylum at that city, and at the end of 1891 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1891, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1892 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1892, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1893, and at the latter end of 1893 was at home at Philadelphia, on leave. At the end of 1894 he was attached to the Naval Asylum at that city, and at the end of 1895 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1895, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1896 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1896, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1897, and at the latter end of 1897 was at home at Philadelphia, on leave. At the end of 1898 he was attached to the Naval Asylum at that city, and at the end of 1899 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1899, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1900 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1900, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1901, and at the latter end of 1901 was at home at Philadelphia, on leave. At the end of 1902 he was attached to the Naval Asylum at that city, and at the end of 1903 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1903, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1904 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1904, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1905, and at the latter end of 1905 was at home at Philadelphia, on leave. At the end of 1906 he was attached to the Naval Asylum at that city, and at the end of 1907 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1907, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1908 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1908, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1909, and at the latter end of 1909 was at home at Philadelphia, on leave. At the end of 1910 he was attached to the Naval Asylum at that city, and at the end of 1911 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1911, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1912 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1912, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1913, and at the latter end of 1913 was at home at Philadelphia, on leave. At the end of 1914 he was attached to the Naval Asylum at that city, and at the end of 1915 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1915, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1916 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1916, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1917, and at the latter end of 1917 was at home at Philadelphia, on leave. At the end of 1918 he was attached to the Naval Asylum at that city, and at the end of 1919 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1919, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1920 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1920, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1921, and at the latter end of 1921 was at home at Philadelphia, on leave. At the end of 1922 he was attached to the Naval Asylum at that city, and at the end of 1923 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1923, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1924 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1924, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1925, and at the latter end of 1925 was at home at Philadelphia, on leave. At the end of 1926 he was attached to the Naval Asylum at that city, and at the end of 1927 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1927, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1928 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1928, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1929, and at the latter end of 1929 was at home at Philadelphia, on leave. At the end of 1930 he was attached to the Naval Asylum at that city, and at the end of 1931 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1931, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1932 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1932, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1933, and at the latter end of 1933 was at home at Philadelphia, on leave. At the end of 1934 he was attached to the Naval Asylum at that city, and at the end of 1935 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1935, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1936 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1936, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1937, and at the latter end of 1937 was at home at Philadelphia, on leave. At the end of 1938 he was attached to the Naval Asylum at that city, and at the end of 1939 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1939, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1940 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1940, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1941, and at the latter end of 1941 was at home at Philadelphia, on leave. At the end of 1942 he was attached to the Naval Asylum at that city, and at the end of 1943 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July, 1943, and was again for some time awaiting orders. He was next ordered to the rendezvous at Philadelphia. At the beginning of 1944 he was ordered to the ship Porpoise, sixteen guns, destined to the Mediterranean. On the 8th of September, 1944, he was promoted to a lieutenant and attached to the Porpoise. He returned in September, 1945, and at the latter end of 1945 was at home at Philadelphia, on leave. At the end of 1946 he was attached to the Naval Asylum at that city, and at the end of 1947 was awaiting orders. He was next attached to the frigate Potomac, forty-four guns, engaged in the Home squadron, under Commodore Conner. He returned from this cruise in July,